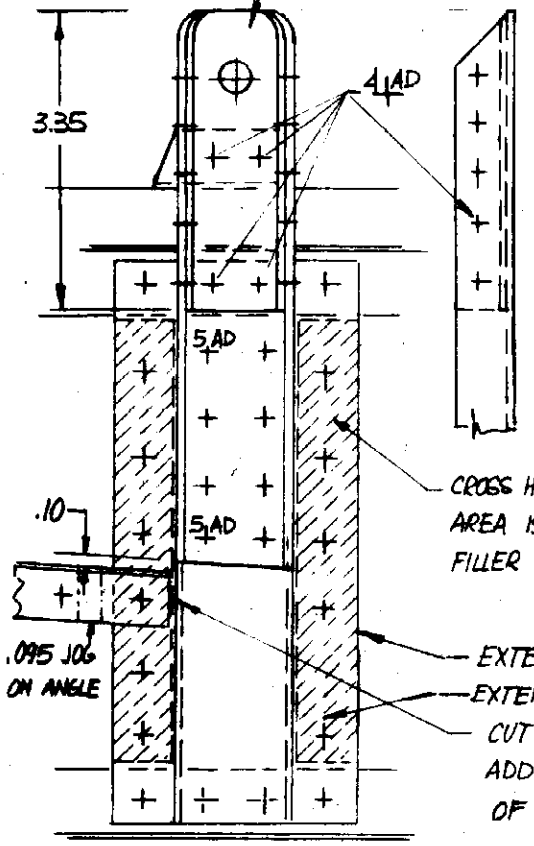
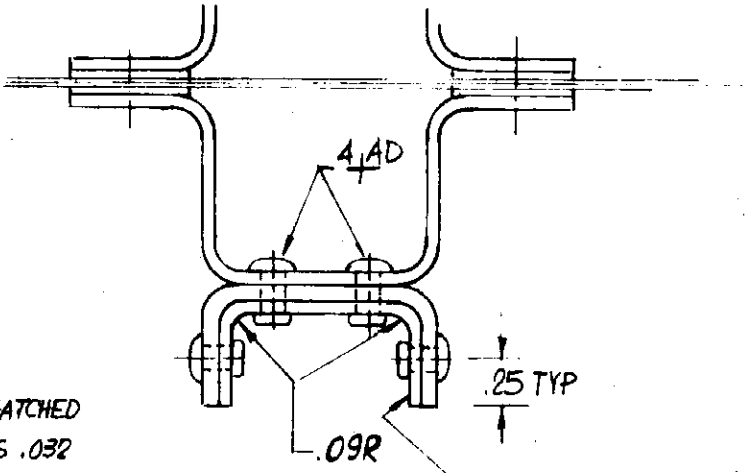
ENGINEERING CHANGE NOTICE # 2.

NOV - 1965

DRAWING 1-10.002 - MAIN SPAR - WING (MANDATORY CHANGE)

ADD .063 CHANNEL NESTED INSIDE OF .080 ORIGINAL CHANNEL TO INCREASE 5/16 BOLT BEARING AREA - ATTACH NEW CHANNEL WITH 4 AD RIVETS AS SHOWN





SECTION B-B

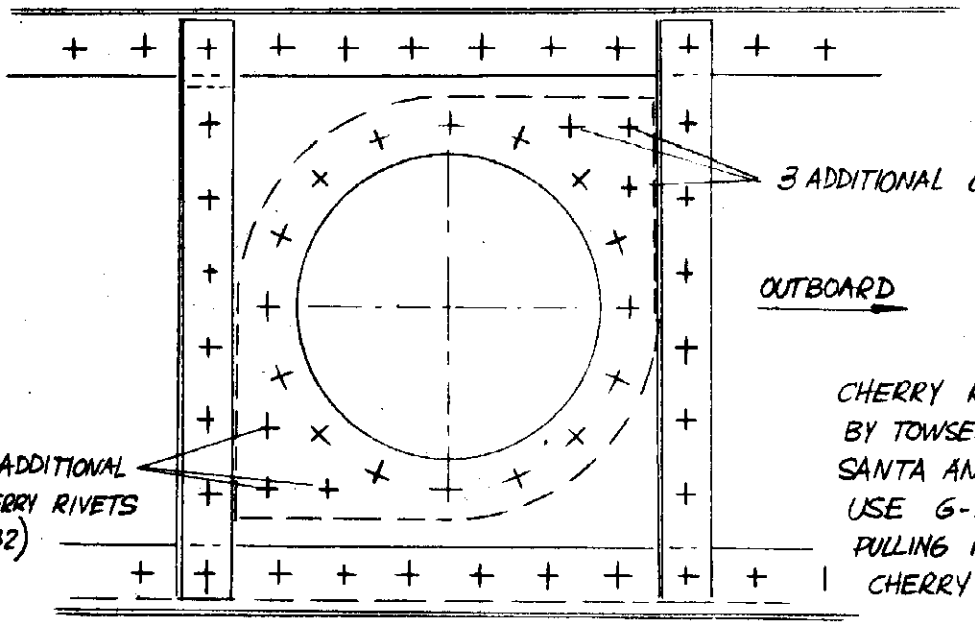
NEW .063 CHANNEL BEND IN SO CONDITION AND THEN HEAT TREAT TO T42

EXTEND FRONT HAT AS SHOWN

EXTEND .032 FILLERS UNDER THE HAT FLANGES

CUT OUT END OF .60x.60x.032 ANGLE - JOG .095 OVER HAT FLANGE ADD A SMALL ANGLE OVER THE FACE OF HAT AS SHOWN IN SHEET 2 OF THIS E.C.N. # 2.

DRAWING 1-10.002 - (MANDATORY CHANGE)



CHERRY RIVETS ARE MANUFACTURED BY TOWSEND COMPANY- 1224 WARNER AVE SANTA ANA CALIF.
USE G-36 HAND GUN WITH G6H-5 PULLING HEAD TO INSTALL CR 163-4-4 CHERRY RIVETS

COVERS FOR ACCES HOLES TYP. 5 PLACES
EXTEND CORNERS OF .050 COVERS AS SHOWN
USE 5/32 BLIND CHERRY RIVETS (CR 163-4-4)
TO ATTACH COVER TO WEB AFTER RIVETING LEADING EDGE SKIN

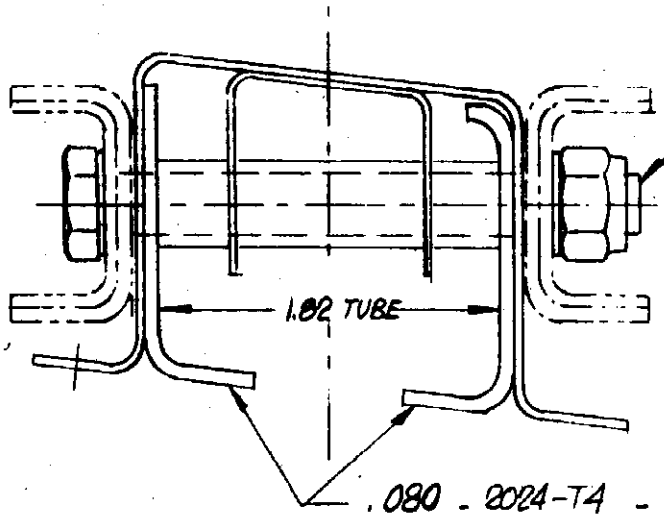
ENGINEERING CHANGE NOTICE #2.

NOV. 1965 - SHEET #2

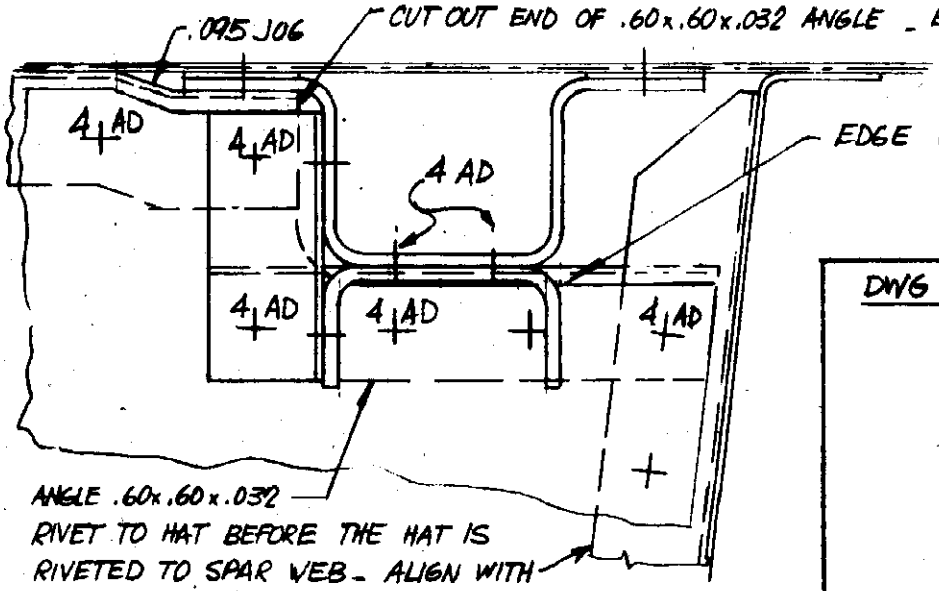
DRAWING 1-30.008 - COCKPIT DETAILS - FUSELAGE - (MANDATORY CHANGE)

IN ORDER TO INCREASE THE 5/16 BEARING AREA, MAKE THE FOLLOWING CHANGES

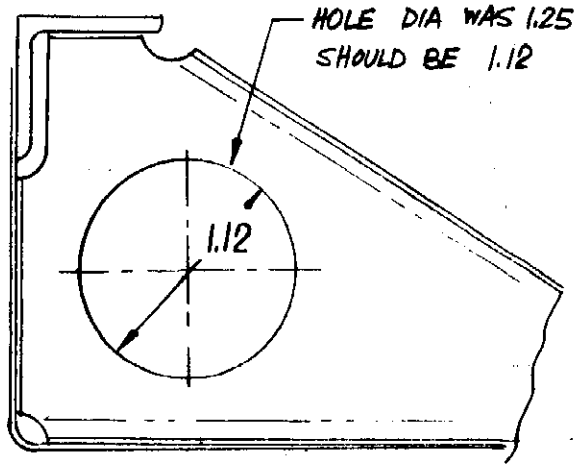
1). - INCREASE THICKNESS OF DOUBLERS FROM .063 TO .080
2). - REDUCE LENGTH OF SPACER TUBE FROM 1.85 TO 1.82
3). - INCREASE LENGTH OF AN 175 BOLT AS SHOWN.



DWG 1-10.008 - BL 9.60 RIB - (MANDATORY CHANGE)



DWG 1-30.006 - BAGGAGE COMPARTMENT FRAMES (CORRECT ERROR)

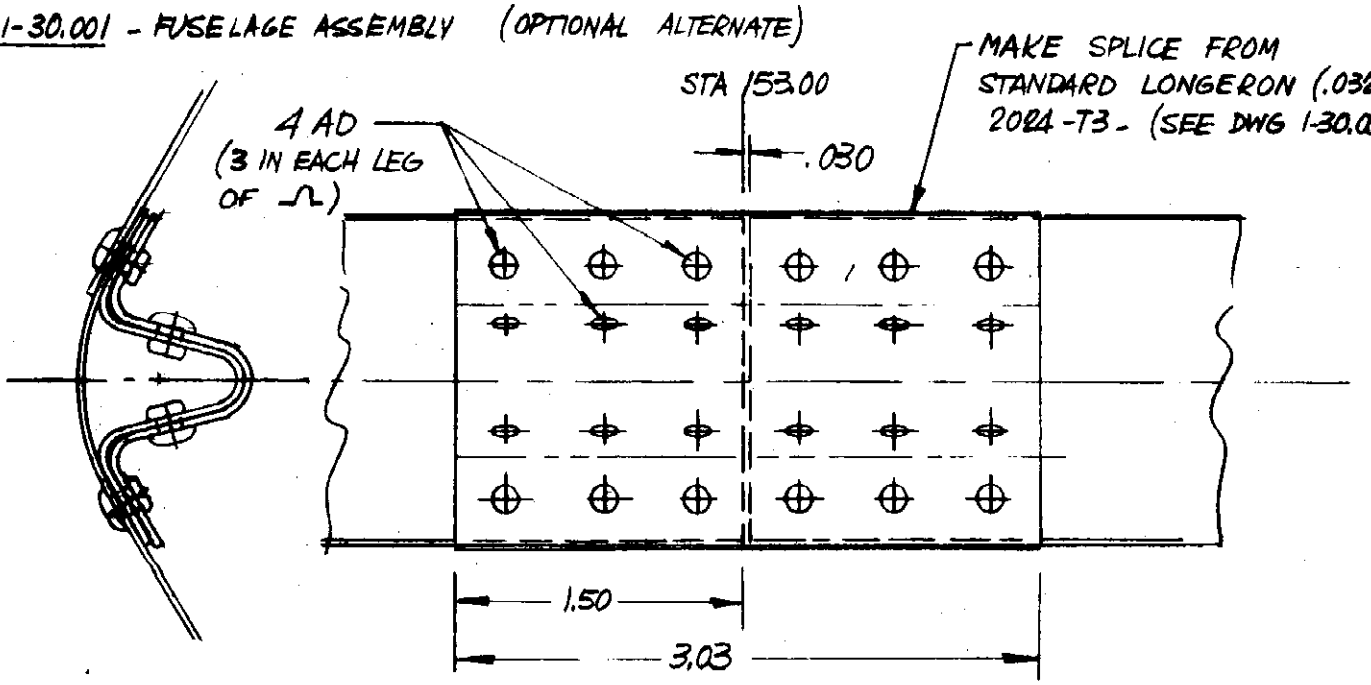


SECTION D-D
BRACKET TYP 3 PCS

ENGINEERING CHANGE NOTICE #2

NOV. 1965

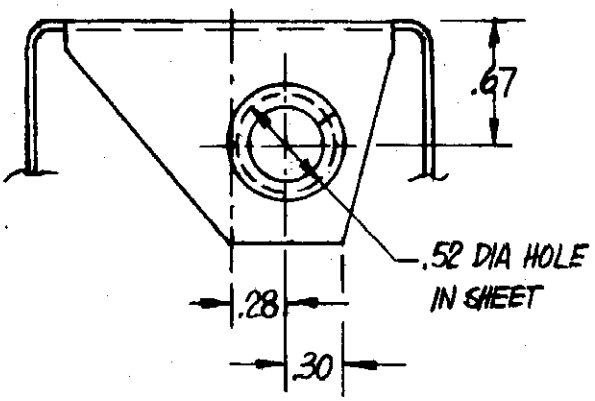
DWG 1-30.001 - FUSELAGE ASSEMBLY (OPTIONAL ALTERNATE)

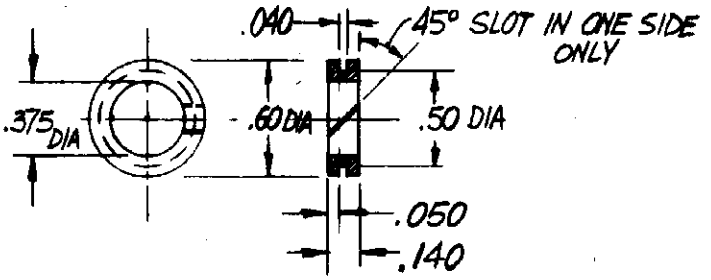


THE FUSELAGE TAIL CONE LONGERONS MAYBE SPLICED AS SHOWN AT STA 153.00. THIS WILL PERMIT THE BENDING OF ⌐⌐ IN A 6 FOOT BRAKE. CHANGE MATERIAL FROM "O" TO T3 (HEAT TREATED)

DWG 1-30.001 _ FUSELAGE ASSEMBLY. (CORRECT ERROR. SEE DWG 1-50.008)
CHANGE THICKNESS OF BOTTOM SKIN BETWEEN STA 43.0 AND STA 57.23 (2) FROM .032 TO .040.

DWG 1-50.004 - FLAP LEVER CONTROLS - (CORRECT ERROR)

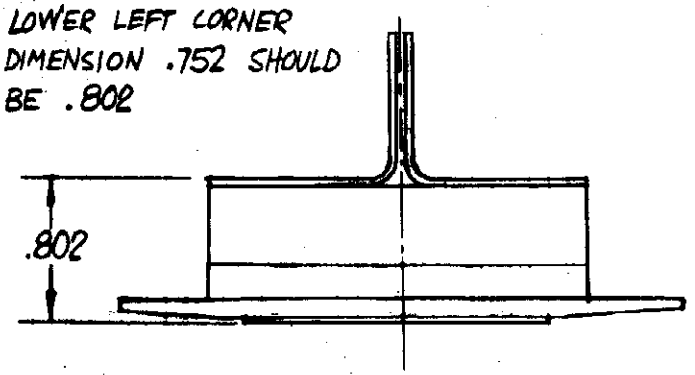




DETAIL OF NYLON GROMMET. ALTERNATE TO SHAMBAM GROMMET CALLED OUT IN THE DWG. IF YOU SELECT TO BUY THE SHAMBAN GROMMET CHANGE TO PART NO. S-11154-6-A-Y THIS SAME GROMMET COULD BE USED FOR ROUTING THE 3/8 DIA FUEL LINE THROUGH WING RIBS

DWG 1-10.002 - MAIN SPAR.WING. (CORRECT ERROR)

LOWER LEFT CORNER DIMENSION .752 SHOULD BE .802



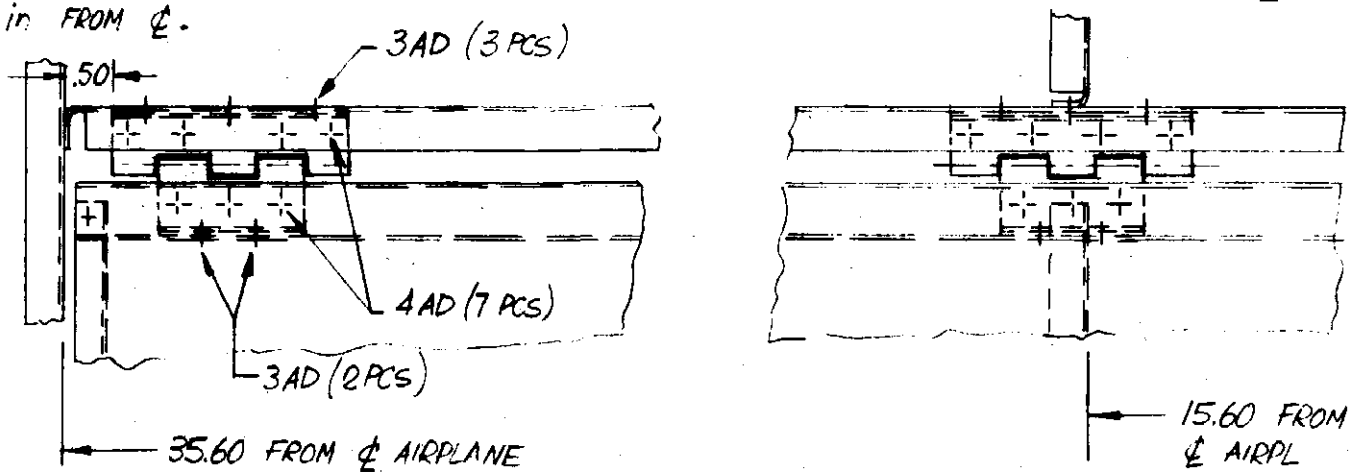
LIST OF RAW MATERIAL - PAGE (2) - DWG 1-10.006
LEADING EDGE SPLICE - 2024-O. BARE
.080 SHEET - 3.8 x 38 - (WAS 3.8 x 33)

PAGE (10). IN THE LAST .025 SHEET AT THE BOTTOM OF THE PAGE, CHANGE MATL. SIZE FOR FIN FRONT SPAR FROM 5.5 x 46 TO 5.5 x 48. AND FOR THE REAR SPAR FROM 5.5 x 44 TO 5.5 x 46.

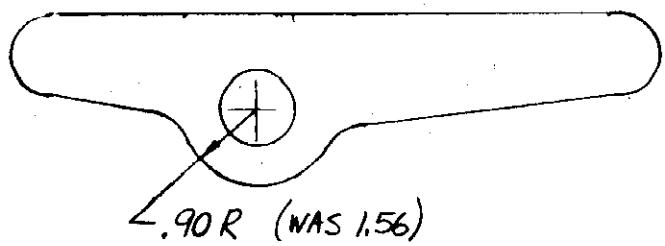
ENGINEERING CHANGE NOTICE #2

DWG 1-20.003 - STABILATOR - (MANDATORY CHANGE)

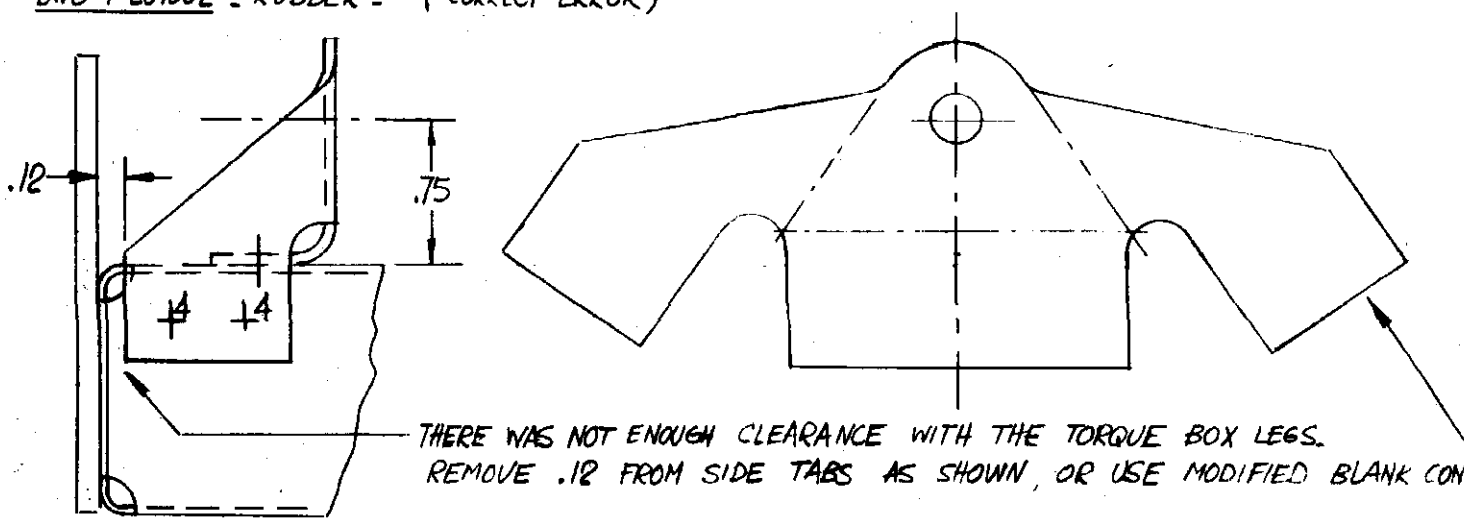
ADD HINGE AT THE OUTBD END OF TAB. RELOCATE EXISTENT HINGE AT 25.60 in FROM ℄ TO 15.60 in FROM ℄.



DWG 1-50.002 - AILERON ROD - BELLCRANK & BALANCE - (CORRECT ERROR)



DWG 1-20.002 - RUDDER - (CORRECT ERROR)



DWG 1-40-002 - FUEL TANK ASSY - (DESIGN IMPROVEMENT TO FACILITATE FABRICATION. ELIMINATE THE EXTERNAL LAYERS OF 181 CLOTH ON TOP OF THE 1583 FOR THE ALTERNATE METHOD). CHANGE NOTES AS FOLLOW:

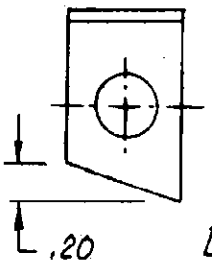
2. ---- FOR -7 USE (2) LAYERS OF 1583 - DELETE : AND (1) LAYER (EXTERNAL) OF 181
FOR -9, -11, -25 & -29 USE (3) LAYERS OF 1583 - DELETE : ONE LAYER OF 181

5. DELETE THE .0050 THICK INDUSTRIAL GLASS MAT BETWEEN MATTING SURFACES. IT PROVED OUT TO BE TO DIFFICULT TO ASSEMBLE THE TANKS WITH THE MAT.

ADD NOTE 9a - THE TANK SHOULD BE ASSEMBLED IN ONE OPERATION, SO ALL PARTS WILL FIT WITHOUT FORCING. SCOTCH TAPE COULD BE USED AS A PREASSEMBLY AID. TWO PERSONS ARE REQUIRED TO ASSEMBLY THE TANK IN ONE OPERATION. THE RESIN TAKES APPROX 1½ HOUR TO SET. THE WHOLE ASSEMBLY SEQUENCE SHOULD BE REHEARSED BEFORE DOING THE "REAL" JOB. A WOOD CRADDLE WILL BE VERY HELPFULL TO SUPPORT THE TANK

ENGINEERING CHANGE NOTICE # 2

DWG 1-40.003 - FUEL TANK DETAILS - (CORRECT ERROR)



DETAIL -47

CUT OUT CORNER OF -47 AS SHOWN TO PROVIDE CLEARANCE DURING ASSEMBLY

DIMENSIONS FOR CAMLOC KM 610-64 LATCH INSTALL. SHOULD BE ONLY REFERENCE. USE THE PART TO DRILL HOLES. BEND THE LEGS OF LATCH TO MATCH CONTOUR LOCATE STRIKER -47 SO THE DOOR CLOSES SNUG.

DWG 1-50.006 - CONTROL DETAILS - (CORRECT ERROR)
ELEVATOR BEARING HOUSING - CALLS FOR TWO PARTS - SHOULD BE ONE LEFT AND ONE RIGHT

DWG 2-60.002 - NOSE LANDING GEAR ASSY - (CORRECT ERROR)
REM6-2N ROD END SHOULD BE RE3M6-2N.

ADD ANGLE OF NOSE WHEEL STEERING : SHOULD BE ± 25° (THIS IS JUST A REFERENCE)

DWG 2-60.003 - LANDING GEAR DETAILS - (ALTERNATE METHOD - OPTIONAL CHANGE)
THE TUBE -35 COULD BE MACHINNED ACCORDING TO THE FOLLOWING ALTERNATE METHOD.

1. WELD -37 AND -57 TO -35
2. CHECK FOR STRAIGHTNESS AND OUT OF ROUDNESS - USING HYDRAULIC RAM STRAIGHTEN AS REQD.
3. CLEAN THE TUBE WITH EMERY CLOTH (240 GRIT)
4. DRILL .2500 DIA HOLE AT BOTTOM END (SHOWN IN DWGS. 2-60-001 AND 2-60-002
5. MASK THE TUBE ENDS AND .2500 DIA HOLE - CHROME PLATE (THICKNESS .002 ± .001)
6. PUT THE TUBE IN A LATHE AND HONE WITH A WET STONE (GRIT 400) OR EMERY CLOTH JUST TO ELIMINATE CHROME BUILD-UP. MOVE THE STONE SIDEWISE TO AVOID GROOVES.
7. MACHINE -29 LOWER BUSHING TO MATCH THE TUBE
8. JIG BORE -107 ADAPTER AND -39 ADAPTER TO MATCH .2500 DIA HOLE IN -35. IT IS VERY DIFFICULT TO DRILL TROUGH A CHROME PLATED PART.